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No. 16,347. 號七十四百三千大萬一第 日一十月八年二統宣 HONGKONG, WEDNESDAY, SEPTEMBER 14TH, 1910. 三拜禮 號四十九月九年十一百九千一英曆舊 PRICE \$3 PER MONTH.

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[a34-2]

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11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
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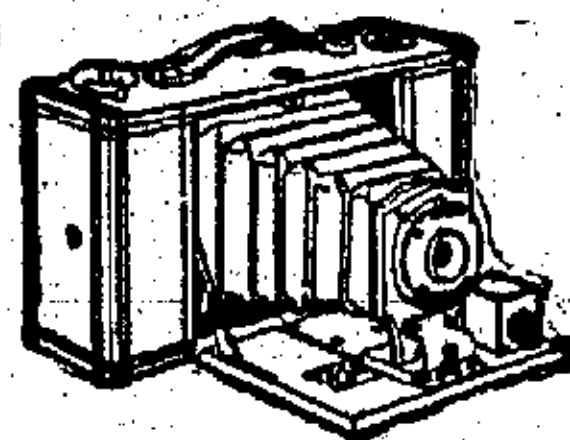
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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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[a215] THE MANAGER

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DEATH.

On 13th September, at "Croggan," 39, The
Peak, GERALD, the beloved son of Mr. and
Mrs. G. A. TISDALE, aged 1 week. 1055

HONGKONG OFFICE: 104, DES VŒUR ROAD C
LONDON OFFICE: 131, FLEET STREET, EC4

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1910.

It is saddening to contemplate the deplorable weakness which has of late years been shown by Great Britain in her dealings with China. Who, with any knowledge of the history leading up to the Chefoo Convention, could have dreamed that in this year of grace the British Representative would be found going cap in hand to the Waiwupu offering the assent of his Government to an increase in the Customs duty on opium? Yet it has come to pass. Last May a barefaced attempt was made by the Canton authorities—not indeed for the first time, but now unfortunately with success—to gobble the Opium Convention by imposing a tax on opium at the rate of \$300 a chest. Nominally, this tax is levied on "prepared" opium, but in actual practice the impost has been frequently levied on raw opium. Against this the British Government has lodged a strong protest with the Waiwupu. The Chinese, however, represent it as a tax on "prepared" opium and His Excellency the Viceroy apparently takes his stand upon the fact that the Opium Convention of 1855 makes no mention whatever of opium in its prepared state, but only concerns the importation and transit of the drug in its raw state. It is provided that when the heavy Customs duty of Tls. 110

per chest has been paid at the port of entry, the opium "shall be free from all further imposts of every sort." True it does not add "whether in its crude or prepared state," but we should imagine that this was in the minds of the Treaty makers. If that denial of the right to impose further taxation does not cover the present attempt, the Convention is worthless, and China has provided herself with a means of evading treaties capable of wide extension. If it is conceded that the Imperial Chinese Government, or the Provincial Governments have the right to impose a prohibitive consumption tax on any line of imports they care to select, what does it matter to them that the Customs' tariff is a low one? In the opium question we think it might reasonably be argued that when the Chinese Government agreed that opium after paying the heavy Customs' duty should be free from all further imposts of every sort, it clearly denied itself the right to impose such a tax as the Canton authorities have been levying since May: for the effect of a tax on prepared opium is precisely the same as heavy *likin* dues on raw opium in transit. Opium is only used in the "prepared" state in China. The new impost therefore is tantamount to increasing the Customs duty by three hundred per cent. with further increases in prospect. It is asserted that importers of foreign opium can have no special grievance, because the tax is not a preferential tax: it applies, so we are told, to native as well as foreign opium. But those who use this argument conceal the fact that in the province of Kwangtung, which is the only province so far in which the tax is imposed, the consumption is about one chest of native to about one hundred chests of foreign opium. It is absurd to say, as the Viceroy has done in his recent telegraphic despatch to the Waiwupu, that the tax is one with which the foreign merchants have no concern. They are deeply concerned, and the Viceroy cannot but be well aware of it. The imposition of the tax has restricted the trade to extremely narrow dimensions at Canton, and led to a large accumulation of opium in Hongkong, purchased from the Indian Government under the fancied security of a treaty which has been flagrantly—and thanks to the complacency of the British Government—successfully defied or evaded for the past four months. Apparently the Government in London does perceive that this surprising factor in the question is likely to inflict grievous losses on the foreign importer and to disorganise the financial arrangements of the Indian Government, especially if the policy is adopted in other provinces of China, and so it suggests a compromise to the Chinese Government. In return for guarantees that no tax of any sort on raw or prepared opium shall be levied, the British Government is willing to consent to a higher import duty. The Viceroy of Canton tells the Waiwupu that a higher import duty will not be nearly so much to China's advantage as his own policy of insisting on all opium being boiled within a week and then imposing a heavy and progressive tax on the prepared article. Either the Chinese Authorities have the right to levy this tax or they have not the right. When this prohibitive tax is levied on raw opium the Chinese authorities are clearly guilty of disregarding a perfectly plain treaty obligation, and in our view it is no less dishonest of them to impose it on opium after it has been "prepared." It is an evasion which ought to have been sternly resisted by the British Government at the outset, and ought to be resisted still.

A Diocesan Conference takes place to-day at St. Paul's College. Several important questions are on the agenda for consideration.

Mr. H. B. Hunter, manager of the Shanghai branch of the Hongkong and Shanghai Bank, has been to Japan on a holiday.

Mr. G. E. Anderson, the newly appointed United States Consul-General at Hongkong, arrived by the steamer *Mongolia*, accompanied by his wife and infant son.

A fire at Shanghai last week in a godown on the French Bund, belonging to Messrs. Schaldt & Co., did damage estimated at between Tls. 40,000 and Tls. 50,000. The loss was fully covered by insurance.

A Chinese who was arrested in Des Vœur Road with a quantity of percussion caps in his possession was at the Magistracy on Monday ordered by Mr. E. R. Hallifax to pay a fine of \$25.

A Chinese who was arrested on board the s.s. *Tsun* with 84 tins of morphine in his possession was ordered by Mr. E. R. Hallifax at the Magistracy yesterday to pay a fine of \$500, the alternative being three months' imprisonment.

The bans are published of a marriage between Mr. R. F. C. Master, solicitor, of the firm of Messrs. Johnson, Stokes & Master, and Miss Bertha Maude Tager, who left England for Hongkong by the s.s. *Macedonia*.

A small boy who stole a bundle of clothing from a passenger on one of the Canton River boats was sentenced by Mr. J. R. Wood at the Magistracy yesterday to 48 hours' detention and twelve strokes of the birch.

Debiture bonds to the face value of three and a-half million yen were issued for the Osaka Shosen Kaisha last week. The price was Yen 98, and the bonds will bear interest at the rate of 5.5 per cent. per annum and be redeemable after the expiry of ten years.

It is stated (says the *Shanghai Mercury*) that the Tls. 3,500,000 which the Tootai borrowed from the foreign banks at 4 per cent. to relieve the money market is being lent to the native banks at 9 per cent. The difference, Tls. 175,000 per annum, will, it is said, be devoted to charitable purposes.

The s.s. *Mongolia* which arrived from Manila yesterday brought a party of 114 American tourists who are visiting the East under arrangements made by the *Los Angeles Examiner*. The party includes many prominent business people, and is in charge of Mr. W. M. Milne. During their stay here the visitors will take trips to Canton and Macao, where guides will be in attendance to show them the sights of those cities.

A Chinese property owner appeared before Mr. J. E. Wood at the Magistracy yesterday charged with failing to give the Registrar-General the necessary particulars for registering the floors of Nos. 104, 108, 112 and 114 First Street, from about the end of January to 5th September, 1910. On the departure of an old tenant and the succession of a new, it is the duty of a landlord to register the new tenant, but this the defendant failed to do. His Worship imposed a fine of \$10 for each house.

Cases were before Mr. J. E. Wood at the Magistracy yesterday in which coxswains of launches were charged with failing to stop when called upon to do so by the police, but the hearing of these was adjourned indefinitely pending a written opinion from the Attorney-General or the Crown Solicitor as to the meaning of a misdemeanor. The Ordinance states that any police officer can call on a launch to stop if he has any reasonable grounds to believe that a felony or misdemeanor has been committed on board.

Yet another indication of the instability of buildings in certain parts of the Colony was afforded yesterday about noon when No. 46, Lyndhurst Terrace, collapsed. There was only one woman (European) in the wing which gave way, and she, fortunately, escaped by heeding a warning which came as a forerunner to the collapse. While resting on a couch, she was startled by a large piece of plaster falling from the roof, and lost no time in making her exit. Shortly afterwards the whole roof carried away and the beams crashed through the floor of the room and dismantled the rooms on the ground floor. The inmates of other parts of the house lost no time in making their escape when they heard the crash. Police were early on the scene and kept the crowd which had assembled back from the facade of the building, which threatened to topple over into the street. The Public Works Department were also notified, and scollies were soon at work shoring up the walls.

THE SEAMEN'S INSTITUTE.

The following letter has been received by the Bishop of Victoria from the Commodore—
MY DEAR BISHOP OF VICTORIA—
I write these few lines to tell you how much I was impressed by the Seamen's Institute, which I had the pleasure of inspecting under your auspices. I have long been convinced that all the many works which are undertaken with social improvement in view there are none which so well repay the efforts expended as the institute for Merchant Seamen with the churches and chaplains established by the Merchant Seamen's Society. Through one of the most useful and deserving classes of the nation, they have, I think, shared least in the general rise in the standard of living and comfort which has taken place in about 30 or 40 years, and by reason of the nature of their occupation it is more difficult for the church to do her duty by them than by almost any other class of men. These facts give extraordinary value to the work of the Society and its chaplain.

I was very much impressed with the institute at Wanchai, its splendid building, the attractive and comfortable accommodation for the men and the good sense with which all the arrangements have been made, and I have no doubt it will add much to the well-being of the seamen, whose duty brings them to Hongkong, and be a fruitful source of good influence among them.

I am very pleased to comply with your invitation to join the committee of the Institute, and shall always be glad to do anything in my power to further the work so well begun—
Believe me, Yours sincerely,
C. E. EYRES

The Commodore has given a donation of \$110 to the funds of the Mission.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

A DEMOCRATIC TRIUMPH IN MAINE.

LONDON, September 13th.
Mr. Plaisted, a Democrat, has been elected Governor of the State of Maine. The Democrats are carrying the elections to the Legislature.

MURDER BY STRIKERS AT HAVRE.

LONDON, September 13th.
Strikers at Havre have murdered a dock hand who went to work, battering his head with stones.
The murder is said to have been deliberately planned by the Union, whose Secretary and two other persons have been arrested.

MEAT TRUST OFFICIALS INDICTED.

LONDON, September 13th.
A Chicago telegram states that the Federal Grand Jury has indicted ten high officials of the Swift, Armour and Morris Meat-packing Companies charging them with combination and conspiracy to create an illegal monopoly.

LABOUR TROUBLES IN ENGLAND.

LONDON, September 13th.
At the opening of the Trades Union Congress at Sheffield the leaders are faced with four serious disputes between Capital and Labour, viz., the troubles with the Boiler-makers, the South Wales Miners, and the Great Northern Railway men, and the threatened lock-out in the Lancashire cotton mills.

ANGLO-AUSTRIAN FRIENDSHIP.

LONDON, September 13th.
The Austrian Press is delighted with Lord Rosebery's visit and declare that the Mission marks a significant change in the attitude of Great Britain towards Austria-Hungary. The ill-feeling over the annexation of Bosnia and Herzegovina has been dispelled and friendly relations re-established.

THE THEATRE.

"OLD HEIDELBERG."

The Warwick Major Comedy Company scored another pronounced success at the Theatre Royal last night when they produced the great German student play "Old Heidelberg" which had a successful run of over two years at St. James Theatre, London. A feature of last night's performance was the assistance rendered by the professionals in the student scenes, by a number of local amateurs who, needless to say, came in for their share of the plaudits of the spectators. It goes without saying that Miss Georgie Corless in the character of "Kathie" had ample scope for the display of her remarkable histrionic ability, and took the fullest advantage of it. Mr. Kenneth Brompton as "Karl Heinrich" the hereditary Prince of Saxony, and Mr. George Fredericks as "minister of the household, kept the audience in constant laughter, and the leading characters in the play were well supported by the rest of the Company.

To-night the Warwick Major Comedy Co. are reverting to farcical comedy again, and will stage that most mirth provoking farce written by Charles Hawtrey, "The Private Secretary." Many of our readers will remember Mr. Penley's laughable impersonation of this part, although the artist who created the part was Mr. Beerholm Tree.

The Company give a performance of "Jane" at the Canton Club on Monday next and "Are you a Mason?" on Tuesday. They return to Hongkong the following day, and play Arthur Row's famous farce "The New Boy" at the Theatre in the evening.

SUPREME COURT.

Tuesday, September 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PRINCE JUDGE).

CLAIM FOR WRONGFUL CONVERSION
AND TRESPASS.

Before his Honour the Prince Judge and a jury composed of Messrs. J. H. F. Brister (foreman), F. de Maester and A. Brown an action was heard in which Chia Po Shing claimed from Chau Tsun Tsan and the Kwong Tai Koo firm the sum of \$1,000, being as to \$750 for goods belonging to the plaintiff and wrongfully converted by the defendants to their own use between June 29th and July 4th; and as to \$250 damage for trespass by the defendant on plaintiff's premises between the same dates.

In a counterclaim which was filed claiming \$74 for three months' rent plaintiff consented to judgment.

Mr. Lee d'Almeida a Castro appeared for the plaintiff, and defendants were represented by Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon).

Mr. Almeida, in opening, informed the Court and jury that this action was brought by the plaintiff, who traded in the Colony as a furniture dealer. He was a tenant of the defendants, who were the owners of 180, Queen's Road West. The plaintiff became a tenant of the defendants some time in June, 1907. The rent agreed upon was \$26 a month, and he paid it regularly as it became due. Eventually, however, it got in arrears for two Chinese moons, and some time about the end of June or the beginning of July defendants sent their rent collector to the plaintiff to ask him to pay the amount of his arrears of rent. Plaintiff said he had not quite sufficient money, but told the collector he was going to the country to see his father, and that he would obtain sufficient money from the latter to pay the rent due. The collector apparently told the landlords what had happened, and the plaintiff, before leaving for Canton, told his clerk to make out a list of the furniture in the shop, and to look after the business in his absence. After leaving Hongkong the landlord deliberately went into the plaintiff's shop, told the folks to leave the premises, took possession, held a cheap sale of all his goods and subsequently let the premises to somebody else. When the plaintiff returned on July 5th and discovered what had happened he went to the landlord and asked him what he meant. The landlord said he had attached the shop, as rent was owing him. The defendants admitted that they did wrongfully convert certain goods. There was a well-known English maxim which said that "every man's house was his castle." These premises were leased to the plaintiff, and if any rent was due the defendant should have come to Court to recover it under the Distress for Rent Ordinance. The law did not allow him to take the high-handed action he did.

The case was adjourned.

CORRESPONDENCE.

GAME SHOOTING.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Hongkong, Sept. 10th.
DEAR SIR,—I hope "H. B. P." will not accuse me of any discourtesy in making such tardy reply to his letter dated 26th August, and published in the *H. K. D. P.* of September 6th, the delay on my part being entirely unavoidable. Taking the subject of his letter: I may at once remark that the breeding habits of but a very few game birds are known to me, such birds as quail, snipe, duck and woodcock being all migratory. Pheasants are rarely seen so far south as Hongkong, although an occasional one has been shot round about Mrs. Bay. Some local sportsmen once tried pheasant rearing on the Island of Hongkong, but the experiment, proving unsuccessful, was abandoned.

Regarding partridge, I consider the 1st of October quite early enough to open the season. The Game Laws of Hongkong are somewhat ambiguous, the sale of partridges being forbidden from March to September inclusive, whilst a Game Licence allows one to kill game from the 1st of September. Personally, I consider that March also should be open to sportsmen, as partridge masting does not begin till well into April. I make this last statement unreservedly, and as the result of many years' observation. I thank "H. B. P." for the interest shown in my articles, and shall be happy to supply any additional information on the subject.

"SPORTSMAN."

JAPANESE COTTON YARN IN SOUTH CHINA.

According to the *Osaka Mainichi*, the Hongkong market is at present monopolized by Indian yarn, which occupy about eighty per cent. of the total imports there. The balance is being filled by Japanese and British yarns. The *Osaka* paper is inclined to think that the recent proposal made in India to impose an export duty on cotton to Japan had its origin among Indian yarn merchants, who are anxious to monopolize the market. Hongkong is a free port, and it is not definitely known to what extent Indian yarns are imported to various provinces in South China through Hongkong. Inquiries show, however, that about 200,000 bales of Indian yarns are imported to South China each year. Owing to the general business depression in South China and the prevalence of high quotations on Indian yarns it is reported that 60,000 bales of Indian yarns are now accumulated on the Hongkong market, Japanese yarns, the *Osaka* journal says, have been ousted from Hongkong by the Indian yarns since the starting of the Canton boycott of Japanese goods in 1908. It is, however, reassuring to note that the demand for Japanese yarns in South China from January 1st to July 31st this year amounted to 5,688 bales. These figures show an increase of 15 per cent. compared with the returns for the corresponding period of last year.—*Japan Gazette*.

SILVER MATTERS.

Some interesting points bearing on the future of silver are contained in the weekly letter of Messrs. Samuel Montagu & Co. dated the 13th ult. Firstly, it is stated that the market may be helped shortly by purchases for the English mint in connection with the new coinage. Then, again, the activity of Indian trade—so important for the Silver market—is evidenced by the brisk demand for Council Bills and the special allotments. Messrs. Montagu think that as an average sale of thirty lacs a week would meet the Budget requirements for the financial year the probability of gold being earmarked in London before long has to be reckoned with. The ban crop in Manchuria, which last year was an important factor in connection with China exchange and consequently the demand for silver, is reported to be exceptionally good. The news is accompanied by the statement, which concerns silver, that foreign orders have been given with freedom.

Messrs. Mocatta & Goldsmid's Circular of the same date says:—The market has been particularly quiet and inactive, but there have been some purchases for the Continent, and forward buying for China has more than once caused the forward quotation to be at 1-1/2 premium. The reports from India continue most satisfactory, and although the up-country demand for silver remains small and the stock in Bombay large, the general improvement in trade is shown by the good demand for Council bills and also by the shipment of small gold bars to India, which this week amount to about £200,000. The outlook for silver, therefore, is considered more hopeful, and a steady market at about the present level may be expected.

The silver position is discussed by the *Financial* in reference to the recent alleged corner in the white metal. The writer says:—

Whenever the Chinese operator in silver supposes that the Indian operator in silver is trying to put prices up the former can always be trusted to try and keep them down. There has just been an example of this. To a very considerable extent it is merely this inclination which has brought about the somewhat curious position recently created. At first it was thought that Indian operators were seriously combining together to create a firm "corner." But, simultaneously with persistent Indian buying, there was persistent Chinese selling—up to a certain moment, when the Chinese bears realized that Indian buying was not a mere gamble, but was to a large extent based upon the belief that there would be a heavy demand for silver very shortly to enable the Indian wheat crop, which upon the whole is a good one, to be lifted and a large percentage exported. The Chinese speculators had, therefore, as a sequel, to buy back as best they could. The situation, however, was complicated by the fact that large numbers of Chinese have been "dabbling in rubber shares, and as a consequence of the stagnation of the share market, they have in many instances scored a loss. Some of these worthies appear to have considered it would be a good idea to cover their obligations in rubber by selling a bar of silver, but this time Messrs. John Chinaman & Co. have not shown their usual astuteness. In India the net result for the moment is that many speculators in bullion have been enabled to lay up a stock of silver for future requirements as a somewhat less figure than would have been the case had the Chinese not taken a hand in the bar game. Meanwhile, the Indian buying seems to have stopped without making any material difference to quotations.

The question of how far there are still heavy stocks of silver in the hands of the Chinese is difficult to ascertain. As is customary, the amount of retention is maintained on the most subject to the actual Chinese operators, but it is believed that the quantities of the white metal available for the market east of Calcutta are very moderate. How far they are likely to be depleted by the Indian requirements is at present only guesswork, but apparently the only factor of all a noticeable character is this expectation of a heavy Indian crop, the dimensions of which are, even now not quite ascertainable. It may be assumed that the demand for silver will, during the next twelve months at least, be somewhat above the normal, and therefore, whatever the Far Eastern stock may turn out to be, it may be expected that, apart from slight market fluctuations, the level of silver prices will rise higher throughout the world.

NEW KING OF COCOS.

THE BACHELOR ROYALTY IS INTERVIEWED.

Sidney the First, the new King of the Cocos Keeling Islands, has been busily engaged in London with the administration of the affairs of the late King, his father, whose estate has just been proved at the value of over £200,000, exclusive of his properties in the islands, so that to be, it may be expected that, apart from slight market fluctuations, the level of silver prices will rise higher throughout the world.

King Sidney is a tall, spare young man of about thirty, as brown as a beech nut, with a carefully-trained moustache, and a soft, caressing voice. He was completely attired as a City gentleman, in well-fitting clothes of grey and patent leather boots. An enormous emerald glewed upon the little finger of his left hand—a jewel such as none but a king dare wear—and from his watch chain dangled a medal of gold, struck in commemoration of the discovery of the Cocos Keeling Islands in the early days of the seventeenth century.

A representative of the *Morning Leader* discovered him in a City office, and he very readily acceded to a request for an interview. "I am plain Mr. Sidney Clunies Ross here," he remarked, "and when I get to Cocos I shall have quite enough of kingship to last me a lifetime. It's true that when I am at home I shall be a king with more power than most monarchs with a royal palace that cost a fortune to build, with my own laws to administer in my own way, and no Ministry to worry me. My islanders are as peaceful as my islands. We have halcyon days and dreamless nights at home. In my kingdom there are neither police nor soldiers. I am chief magistrate and commander in chief as well as king, just as my father was before me. I settle all disputes—civil, ecclesiastical, and moral. I may tell you that as heir-apparent I ran the regency in my late father's absence, and so served a useful apprenticeship to the business. I am now anxious to get to the islands, so to speak, and I don't anticipate any trouble when I come into my kingdom. The principles of government have been simplified since my great grandfather reigned as first King of the Cocos Keeling group.

"We are a strictly moral community. No drunkenness is allowed, and, beyond the little whisky that is doled out from the palace, no intoxicating liquors are obtainable on the islands."

"When do you enter into your kingdom?" queried the interviewer.

"I sail in a month's time," was the reply. "I ship to Singapore, and meet my own ship—the royal schooner *Ayala*—and in her I shall sail to my dominions."

"I hope you will pardon the question, Mr. Ross, but is your Majesty married?"

"The brown face of the King turned a shade deeper. 'I am single—at present,' he said, a little shyly."



FROM ALL TOBACCONISTS.



SINGAPORE, September 1.

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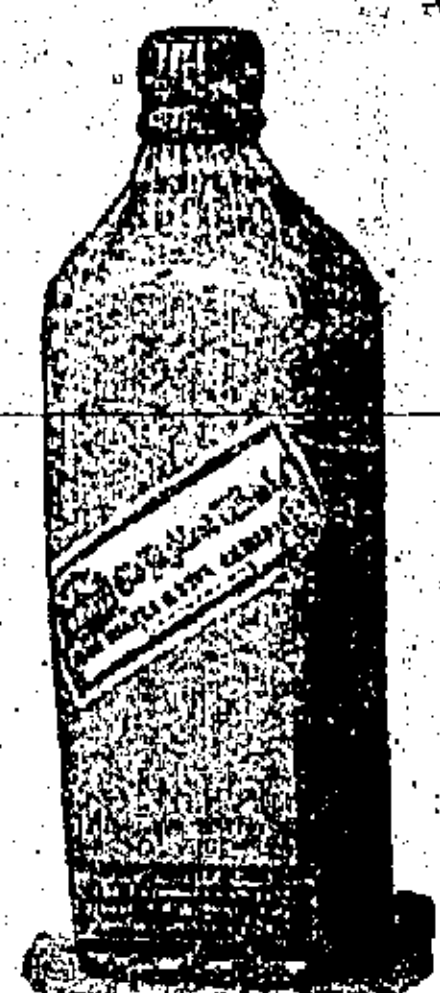
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菜	Chung Ma-Mustard	18		
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THE WORLD'S SCULLING CHAMPIONSHIP.

NEW ZEALANDER VICTORIOUS.

[BY GUY NICKALLS, SPECIAL CORRESPONDENT OF THE "DAILY TELEGRAPH"]

LIVINGSTONE (RHODESIA), Aug. 18.

The race between Ernest Barry (England) and Richard Armit (New Zealand) for the World's Sculling Championship took place here in hot weather this afternoon.

The start was made by mutual consent, both competitors getting off easily. Armit was the popular favorite, and fulfilled predictions by leading at the end of the first quarter of a mile. He had increased his lead at the end of the first mile and maintained it for the rest two. He was, however, rowing the slower stroke throughout.

The story of the race is told when it is said that Armit's superior physique told its tale, and that Barry's fine watermanship was not an adequate equivalent for Armit's superior muscle and speed.

Although Armit won, and won by more than half a dozen lengths, he was driven every inch of the way home, and confessed to the most "gruelling" and punishing race of his life. Barry stopped just before the finish. Exhausted nature could do no more, the conditions being all against the lighter man.

Of the three boats which were brought out for Barry on the *Kilham Castle* he used that made by Sims and the Norris cars.

A SEVEN LENGTHS WIN.

In intensely hot weather and before about 1,500 spectators the race for the World's Sculling Championship between Armit (New Zealand) and Barry (England) was rowed this afternoon over a three-and-a-half mile course on the Zambezi.

Barry won the toss and chose the north bank station. The race started at 13 minutes past three. The Englishman got off splendidly and held an advantage for the first twenty yards, but Armit rapidly overhauled him and, forcing the pace, led by a length at the end of half a mile.

Armit continued to increase his lead through rough water and a hot head wind, and covered the first mile in 6 min. 25 sec. Both men appeared to be quite comfortable, and were striking at the rate of 26 to the minute.

The New Zealander gradually crept further away and was three lengths to the good a quarter of a mile from home, when Barry suddenly dropped his head and was apparently beaten.

Barry, however, brightened up instantly and put on a magnificent spurt. At this time he was receiving Armit's wash, and forty yards from the finish he stopped rowing, leaving Armit to win amid great enthusiasm by seven lengths.

Time, 20 min. 14 3/4 sec.

After the race Armit said that Barry was by far the strongest competitor he had ever met.

THE MEN AND THEIR RECORDS.

Weight and experience have, for the present at least, triumphed over form, and Armit, the New Zealander, has added another victory to his list of sculling successes in the World's Championship. Mr. Guy Nickalls, in his cabled despatch printed above, gives the essential points in the contest. It is not certain that the Englishman, Ernest Barry, was by no means dis-

graced. To have given the conqueror of Webb and Welch—a man whose weight exceeded his own by over a stone—"the most gruelling and punishing race of his life" is a justification of the confidence placed by English sportsmen in Barry. Armit, although he eventually won "easily," was driven every inch of the way home.

Since 1876, when "Trickett" came from Australia to England and beat Sadler, only two Englishmen, until Barry's claims were taken up by Messrs. Blackstaffe and Nickalls, had endeavored to wrest the championship from the holders, who for the last thirty-four years have always been representatives of one or other of the younger States of the Empire. Boyd was beaten by Hanlan, the Canadian champion, in 1882, and Wag Harding by Stanbury (Australia) in 1896. Whether the yesterday's race has or has not accomplished, it has proved that aquatic sportsmanship is not dead in England, and it has succeeded in further encouraging racing enthusiasm which had been revived by Barry's victory over Towns over the Championship Course from Putney to Mortlake in October, 1908. The fact that Barry then succeeded in lowering the time record over the Championship Course by over half a minute emphasized the faith placed in him by the best English scullers. It is to be hoped that he may yet have an opportunity of meeting Armit—that course, and that something of the old popularity of the sport, which has waned since the great days of Kelly and Chambers, may be revived.

As to the monetary reward, the contestants were matched for £500 a side, and of the £1,000 subscribed by South African bankers and merchants £750 goes to Armit and £250 to Barry, who in addition gets his £300 expenses. The whole cost of Barry's outfit and guarantee has been considerably more than this sum would indicate, and every credit is due to the subscribers to the English fund, which, in addition to the £1,000 purse, had to be raised by voluntary subscription before Barry's visit to South Africa became possible.

Since 1876 there have now been eleven world's champions. Australia has provided seven—Trickett, Beach, Kemp, Searle, McLean, Stanbury, and Towns; Canada two—Hanlan and Gaudaur; and New Zealand two—Webb and Armit, the present holder.

Armit, who was born on November 25, 1883 (Barry was born on February 12, 1882), only took to aquatic sports four years ago. Previously he had been known as a cycling champion. His height is 5 ft. 6 in. and his weight 135 lb. His previous races for the championship had been—December 15, 1908, v. Webb. On the Wangani (a runaway win).

June 22, 1909, v. Webb (the second time, again on the Wangani; a better race, but also won easily).

April 4, 1910, v. Welch (won easily).

GREAT FIRE IN JERSEY CITY.

OVER \$200,000 DAMAGE.

The manufacturing quarter of Jersey City was swept by fire, on the night of the 17th ult., and the damage is estimated at one to two million dollars. One person has been killed, and one fatally injured.

The fire broke out in the factory of Messrs. Truflow, Tulle & Co., makers of cork products, and also destroyed the establishment of Messrs. Ames, Spink & Company, and other extensive plants. New York firemen were called upon to assist in extinguishing the flames.

AERIAL POSTMAN.

MAIL TO LEAVE BLACKPOOL BY AEROPLANE. The utility of the aeroplane for the postal service was to be tested at Blackpool at the end of last month by Mr. Grahame-White, with the co-operation of the postal authorities. A bag of postcards and letters was to be dispatched by a motor car from Blackpool post office to the aerodrome at 11.30 in the morning. Mr. White would be ready, the bag would be fastened to the aeroplane, and away he would speed over land and sea, alighting on the sands at Southport. He expected to accomplish the journey under twenty minutes, whereas the best train from Blackpool to Southport takes an hour and a half.

At Southport a motor was to be in waiting to dash off with the mails to the Southport post office, whence they were to be carried to their destinations in the ordinary way. The inscription on the postcards, which were chiefly to be addressed to political agents and clubs reads: "This card will interest you, and will be of historic value, as it was carried on the first 'aeroplane mail' from Blackpool to Southport by Mr. Grahame-White."

MISSIONS IN THE FAR EAST.

Bishop Montgomery, who since 1901 has been the secretary of the Society of the Propagation of the Gospel, is about to make an extended tour of the mission fields of the Far East. He was to leave London on September 5, and travel by way of Berlin and Warsaw to Moscow, thence by the Trans-Siberian Railway to Peking. His itinerary will include visits to Manchuria, the Shantung diocese, the North China diocese, Hankow, Shanghai, Japan, Korea, Borneo, Singapore, and Burma. He expects to return to England at the end of March next year. The object of Bishop Montgomery's tour is to gain first-hand knowledge of the conditions in which the missionaries are working, knowledge which will be very valuable to him in his work as secretary of the Gospel Society. He will stay with the Bishop in each diocese, and will inspect the training colleges and schools, and familiarise himself with all the different spheres of activity in each mission district.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report for the 13th. The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 1.19 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong & Neighbourhood { S.E. or variable winds, light or moderate; showers.

Formosa Channel { Same as No. 1.

South coast of China between Hongkong and Lamook. { Same as No. 1.

South coast of China between Hongkong and Hainan. { Same as No. 1.

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THE NETHERLANDS INDIA

Batavia, Surabaja, etc.

THE EAST COAST OF SUMATRA

Padang, etc.

THE N. B. BORNEO

British N. Borneo, etc.

PLAN OF TIENTSIN (KIAOCHAU) PLAN OF FOREIGN CONCESSION, SHANGHAI PLAN OF HONGKONG (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGES PLAN OF THE CITY OF VICTORIA PLAN OF NEW TIENTSIN (KOWLOON) PLAN OF KOWLOON PLAN OF MANILA PLAN OF SAIGON PLAN OF SINGAPORE PLAN OF BATAVIA

THE CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Measurements, Consular and Court Fees, Hongkong Stamp Duties, Table of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA

Great Britain, 1842; Tientsin, 1858; Tariff Agreement and Bales, 1859; Convention, 1899; Bales for Joint Investigation of Customs Schedules, 1899; Chakoo, 1876, with Additional Article; Opium Convention, 1893; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1893; Weihaiwei 1895; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1850; Tientsin, 1855; Conventions, 1895, 1897, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1859; Additions 1888; Peking, 1903; Immigration, 1894 Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1890; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaotung Convention, 1895; Commercial, 1893; New Port 1898. Supplementary Commercial, 1903.

Russia—St. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1883; Commercial Treaties, 1894.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1854; Datto Convention

Russia, Agreements as to Korea; United States, Extraterritorial Treaty, 1858; Great Britain (Alliances) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH CORREA

Japan, 1878; Japan Supplementary, 1878; Japan, 1901 and 1905. United States, 1892; Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1895, 1896 and 1893, France, 1893 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siam Convention, 1893.

Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement; Table of Hongkong Court Fees; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licenses Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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LONDON "Hongkong Daily Press" Office 181, Fleet Street, E.C.

LONDON Mr. F. Algar, 11, Clement's Ln.

LONDON Messrs. G. Street & Co., Ltd. 30, Cornhill, E.C.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 21st inst.
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP	SYRIA	Brit. str.	—	D. C. Grogan, R.N.R.	P. & O. S. N. Co.	About 5th Oct.
COPENHAGEN	TRANQUERAR	Dan. str.	—	—	MELCHERS & Co.	On 20th Oct.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERICA LINE	To-day.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 11th Oct.
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, &c. via PORTS OF CALL.	TORRANE	French str.	—	Lancelotti	MESSAGERIES MARITIMES	On 27th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMBERIA	Ger. str.	k. w.	Deinert	HAMBURG-AMERICA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Knaisel	HAMBURG-AMERICA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIKANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th Oct., at D'light
TRIESTE, &c. via SINGAPORE, &c.	VORWARTS	Aus. str.	—	B. Behner	SANDEL, WIEBER & Co.	On 29th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	BUELOW	Ger. str.	—	H. Fornes	MELCHERS & Co.	On 21st inst., at Noon
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	SUVERIC	Brit. str.	—	F. S. Cowley	MELCHERS & Co.	On 27th inst.
VANCOUVER (DIRECT)	SUVERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF DIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 5 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTREAL	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 6th Nov., at Noon
VICTORIA, B.C. & TACOMA VIA JAPAN	PANAMA MARU	Jap. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	IXARA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TANBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd Oct., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 20th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 26th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 8th Oct., at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon
KOBE & YOKOHAMA	HIKANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 5 p.m.
YOKOHAMA AND KOBE	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	About 20th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
JAPAN	TIHAI	Dutch str.	—	Boorman	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHEFOO & NEWCHWANG	PAOTING	Brit. str.	k. w.	—	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
TIEN-TSIN	CHONGSHING	Brit. str.	—	Y. McCloynt-Liddell	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon
SHANGHAI VIA SWATOW & NINGPO	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, MOJI & KOBE	CYLON MARU	Jap. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOH	BUJUN MARU	Jap. str.	—	Y. Fuseno	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	To-morrow, at Daylight
SHANGHAI	DELHI	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 18th inst., at D'light
SHANGHAI	LINAN	Brit. str.	1 m.	Ralovich	SANDEL, WIEBER & Co.	On 18th inst., a.m.
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Aus. str.	—	F. Prosch	MELCHERS & Co.	About 21st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	C. R. Longdon, R.N.E.	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	Seller	MESSAGERIES MARITIMES	On 26th inst., p.m.
SHANGHAI, KOBE & YOKOHAMA	ORIENTAL	French str.	—	Wagner	HAMBURG-AMERICA LINE	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	C. FRED. LAEISZ	Ger. str.	k. w.	Bradley	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at Noon
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 6th Oct.
SHANGHAI, KOBE & YOKOHAMA	ARMENIA	Ger. str.	k. w.	—	MELCHERS & Co.	On 6th Oct.
SHANGHAI, KOBE & YOKOHAMA	SIAM	Dutch str.	—	—	OSAKA SHOSHEN KAISHA	Quick despatch
SHANGHAI, YOKOHAMA & KOBE	THAILAND	Dutch str.	—	A. Vander	OSAKA SHOSHEN KAISHA	To-day, at Noon
TAKAO & ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 18th inst., at 10 a.m.
TAMSU VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAPELAIX & Co.	To-morrow, at 10 a.m.
SWATOW	HAIRUN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPELAIX & Co.	On 16th inst., at 10 a.m.
SWATOW, AMOY & FOCHOH	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPELAIX & Co.	On 20th inst., at 10 a.m.
SWATOW, AMOY & FOCHOH	HAIRAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPELAIX & Co.	On 23rd inst., at 10 a.m.
SWATOW, AMOY & FOCHOH	HAIRANG	Brit. str.	2 h.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 p.m.
MANILA	LONGSANG	Brit. str.	—	A. Fraser	SHAWAN TOMES & Co.	On 17th inst., at Noon.
MANILA	ZARONG	Brit. str.	—	F. H. Holte	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 4 p.m.
MANILA	YUSANG	Brit. str.	—	R. Bolger	SHAWAN, TOMES & Co.	On 24th inst., at Noon.
MANILA	RUBI	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.
ILOLO & CEBU	KAIFONG	Brit. str.	1 m.	F. Sembl	MELCHERS & Co.	End of Sept.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, COLOMBO & BOMBAY	TOSA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TRIATAP	Dutch str.	—	—	—	—

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	15th Sept.	Freight and Passage.
LONDON VIA SWATOW	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA Capt. W. R. Hickey	About 21st Sept.	Freight only
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.
LONDON and ANTWERP	SYRIA Capt. D. C. Gregor, R.N.R.	About 5th Oct.	Freight and Passage.

For Further Particulars, apply to
E. HEWETT, Superintendent
Hongkong, 14th September, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	CHENAN	On 15th Sept., 4 p.m.
CHEFOO & NEWCHWANG	PAOTING	On 16th Sept., 4 p.m.
SHANGHAI	LIAN	On 18th Sept., 4 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 30th Sept., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LIAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("CHENAN," "CHINHUA" and "LIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 14th September, 1910

TELEPHONE 36
BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW & NINGPO	HANGSANG	Wedday, 14th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Thursday, 15th Sept., 3 p.m.
MANILA	LOONGSANG	Friday, 16th Sept., 4 p.m.
TIENTSIN	CHEONGSHING	Saturday, 17th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Tuesday, 20th Sept., Noon.
MANILA	YUEHSANG	Friday, 23rd Sept., 4 p.m.
SHANGHAI, KOBE & MOJI	KUTSANG	Tuesday, 4th Oct., Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "LAISANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Tel. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 14th September, 1910

GENERAL MANAGER

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	TRANQUEBAR	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	SIAM	On 5th December.

For Further Particulars apply to
MELCHERS & CO.,
HONGKONG, 14th September, 1910.

AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SAWTOW, AMOY AND FOOCHOW
AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 16th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.
"HAITANG"	Capt. A. B. Hodgins	FRIDAY, 23rd Sept., at 10 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. H. Stewart ... THURSDAY, 15th Sept., at 10 A.M.
SUNDAY, 18th Sept., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Black Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be allowed.

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th September, 1910.

HAMBURG-AMERIKA LINIE

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, HAMBURG & ANTWERP:
S.S. C. FERD. LAEISZ 27th Sept.	S.S. LIBERIA ... 14th Sept.
S.S. ARMENIA ... 5th Oct.	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. SENEGAMBIA ... 21st Oct.	S.S. BADENIA ... 2nd Oct.
S.S. SILESIA ... 4th Nov.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SUEVIA ... 16th Nov.	S.S. AMBRIA ... 4th Oct.
S.S. ARABIA ... 30th Nov.	For HAVRE & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. ALESIA ... 11th Oct.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. C. FERD. LAEISZ 23rd Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 12th Oct., at Daylight
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKO.	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 23rd Oct., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne	6,000	WED'DAY, 14th September.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon.

† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

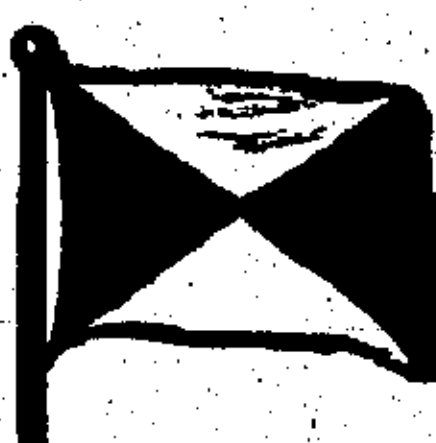
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

CLASS	\$120	\$110	\$100	\$90
	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at
T. KUSUMOTO,
HONGKONG, 7th September, 1910.
MANAGER. [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
RUBI	2540	B. Rodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to
HONGKONG, 5th September, 1910.SHEWAN, TOMES & Co.
General Managers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 7th September, 1910.

Telephone No. 375.

[16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon
	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAKAO & ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUK MARU" Capt. Y. FUSENO	THURSDAY, at Noon.
TAMSUI via SWATOW, AMOY	"DAIIN MARU" Capt. Y. KUBURAKI	SUNDAY, 18th Sept., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NIPPON YUSEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUK MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, &c., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGERTHOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:—
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

[137]

GEBRUEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

(43-2)

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Linau*, with the Siberian mail, is due to arrive at Hongkong to-day.
The *Delta*, with the Siberian mail, is due to arrive at Hongkong on the 16th inst.

FOR	PER	DATE.
Fort Bayard and Haiphong	Touareg	Wednesday, 14th, 8.00 A.M.
Swatow, Ningpo and Shanghai	Hangang	Wednesday, 14th, 11.00 A.M.
Swatow, Amoy, Ningpo and Takao	Sosha Maru	Wednesday, 14th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 14th, 1.15 P.M.
Manila	Kelvin Head	Wednesday, 14th, 2.00 P.M.
Shanghai, and Kobe	Ceylon Maru	Wednesday, 14th, 4.00 P.M.
Shanghai	Delhi	Wednesday, 14th, 5.00 P.M.
Amoy, Straits and Hongkong	Seang Bee	Wednesday, 14th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Haiman	Thursday, 15th, 9.00 A.M.
Macao	Buym Maru	Thursday, 15th, 11.00 A.M.
Singapore, Penang and Calcutta	Sui Tai	Thursday, 15th, 1.15 P.M.
Shanghai	Chenai	Thursday, 15th, 3.00 P.M.
Hoihow and Haiphong	Michael Jensen	Thursday, 15th, 5.00 P.M.
Hoihow, Singapore and Bangkok	Choufa	Thursday, 15th, 5.00 P.M.
Swatow, Amoy and Foochow	Haichang	Friday, 16th, 9.00 A.M.
Macao	Sui Tai	Friday, 16th, 1.15 P.M.
Chiofo and Newchwang	Paoing	Friday, 16th, 3.00 P.M.
Manila	Loongang	Friday, 16th, 3.00 P.M.
Bangkok	Pitsanulok	Friday, 16th, 3.00 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA, HONOLULU & SAN FRANCISCO	Mongolia	Registration, Kowloon 9.00 A.M. No late fee. Letters: 10.00 A.M.
Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Danedien, Perth and Fremantle	St. Albans	Saturday, 17th, 10.00 A.M.
Tientsin	Cheongching	Saturday, 17th, 10.00 A.M.
Manila	Zafiro	Saturday, 17th, 10.00 A.M.
EUROPE, &c., India via TUTORIN (Late Letters 11.00 to Noon Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The last mail will be closed on Friday, 15th inst., at 5 P.M.	Delta	Registration, Kowloon 10.00 A.M. No late fee. Letters: 11.00 A.M.
Manila, Moji, Kobe, Yokohama, Hakodate, and Portland	Sui Tai	Saturday, 17th, 1.15 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE	Empress of India	Saturday, 17th, 3.00 P.M.
Manila, Moji, Kobe, Yokohama, Hakodate, and Portland	Rygya	Saturday, 17th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE	Linau	Saturday, 17th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 20th, 9.00 A.M.
Singapore, Penang and Calcutta	Laisang	Tuesday, 20th, 11.00 A.M.
Iloilo and Cebu	Kaijong	Tuesday, 20th, 3.00 P.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Panama Maru	Wednesday, 21st, 10.00 A.M.
EUROPE, &c., India via TUTORIN (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Buio	Registration, Kowloon 10.00 A.M. No late fee. Letters: 11.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 23rd, 9.00 A.M.
Manila	Yuenang	Friday, 23rd, 3.00 P.M.
Manila	Bubi	Saturday, 24th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Tenyo Maru	Registration, Kowloon 10.00 A.M. No late fee. Letters: 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Danedien, Perth, and Fremantle	Changsha	Friday, 30th, 3.00 P.M.

TELEGRAPHIC ADDRESS:

MARINEWORK

TELEPHONE:

Office 358, Works 354.

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or
make a better mousetrap than his neighbour, though he build his house
in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE

"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.
"HALL'S" DISTEMPER, ATLAS METALS AND SOUND MECHANICAL
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 13TH, 1910.

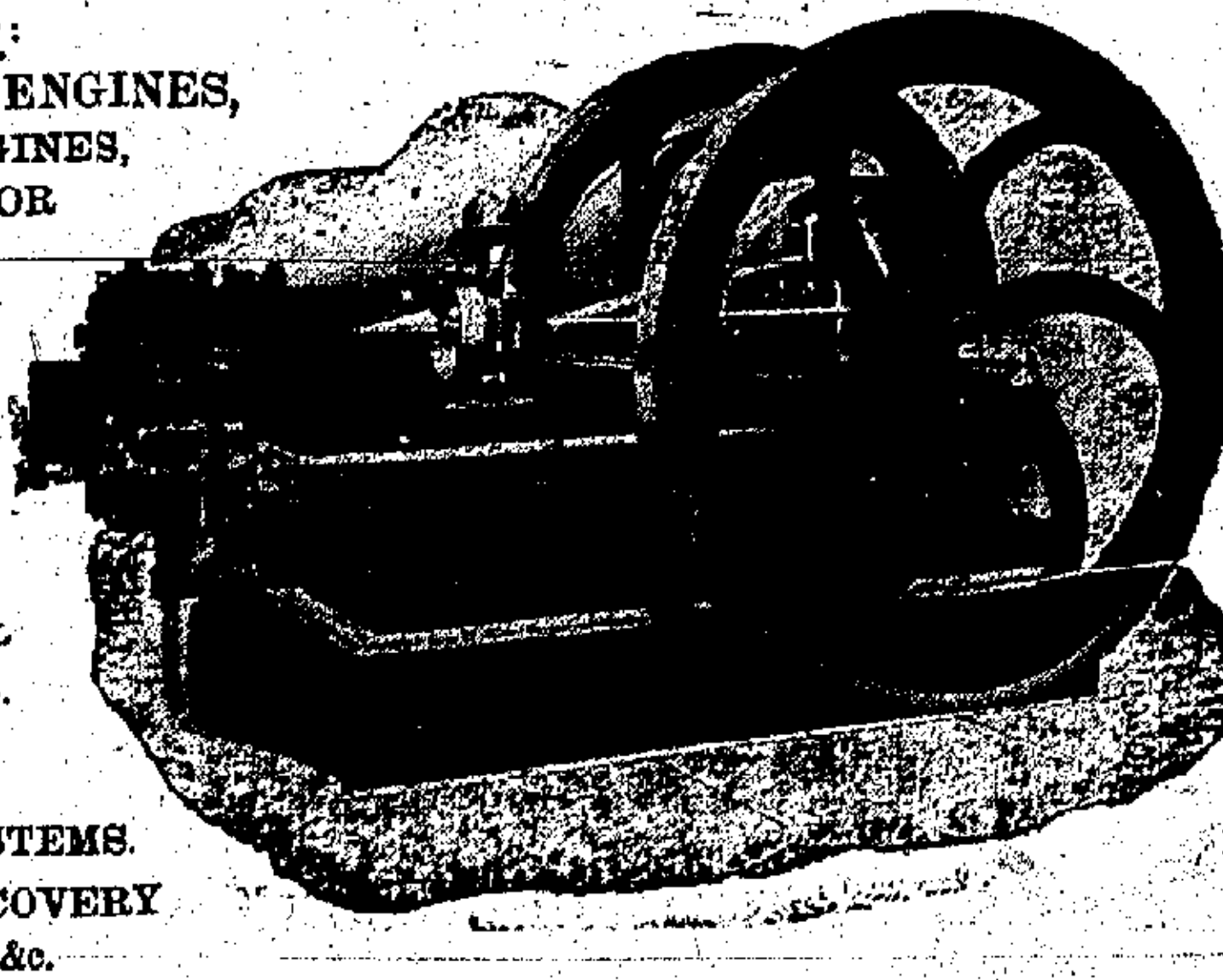
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$935, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$287, 10/-
Bell's Asbestos Eastern Agency, Limited	8,604	12/5	12/6	\$8, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,40.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS.				
Ever Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Laou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED	40,000	\$74	\$6	\$19, buyers
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$50.
New Amoy Dock Co., Limited	10,900	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 112.
KEWICK & CO., LIMITED	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$4.75, n. div. sal.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$75, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, sal. & buy.
H'kong & South China Steam Fisheries Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
Mining.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	\$21	\$73, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$10, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Donghai Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	60, (1/2) don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$90.
Star Ferry Company, Limited	10,000	\$10	\$5	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$11, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sales
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, buyers
Watkins, Limited	10,000	\$10	\$10	\$63, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	5,000	\$10	\$4	\$113, sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$300.
Union Waterboat Co., Limited	100,000	\$10	\$10	\$8, buyers
RUBBERS.				
Allagars	750,000	2/-	all	6/-
Anglo-Malays	1,500,000	2/-	all	25/-
Balgownie	151,200	\$1	all	\$13 (Sta.)
Batu Tiga	70,000	\$1	all	63/6
Bukit Kajangs	80,000	\$1	all	120/-
Castledelfs, fully paid	30,000	\$1	all	120/-
Cherivots	70,000	\$2	10/-	20/- prem.
Eastern and International	250,000	\$1	all	117/6
Highlands and Lowlands	1,250,000	2/-	all	6/3 prem.
Kuala Lumpur	180,000	\$1	all	—
Lahus	100,000	2/-	all	—
Ledbury's	100,000	\$1	all	82/6
Linggis	900,000	2/-	all	54/6
London Asiatics	1,266,000	2/-	all	13/-
London Ventures	—	—	all	6/6
Merlemaas	1,750,000	2/-	all	7/3
Pegohs	—	—	all	\$28 (Sta.)
Sandoroffs	50,000	\$2	all	\$31, n. div. (Str.)
Sapongas	100,000	\$1	all	25/-
Shelfords	65,000	\$2	all	72/6
Singapore and Johore	995,000	2/-	all	\$14 (Sta.)
Sinatra Pans	90,000	2/-	all	13/-
Sungai-Kapars	90,000	2/-	all	—
United Serdangs	170,000	\$1	all	120/-
Loans.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
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MOTORS & MOTOR

CARS,
GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL.
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
PLANTS, &c.



HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,
YORK BUILDINGS.

SIEMSEN & CO.,

Machinery Dept.

Hongkong.

The F. G. L. Metal Filament Lamps

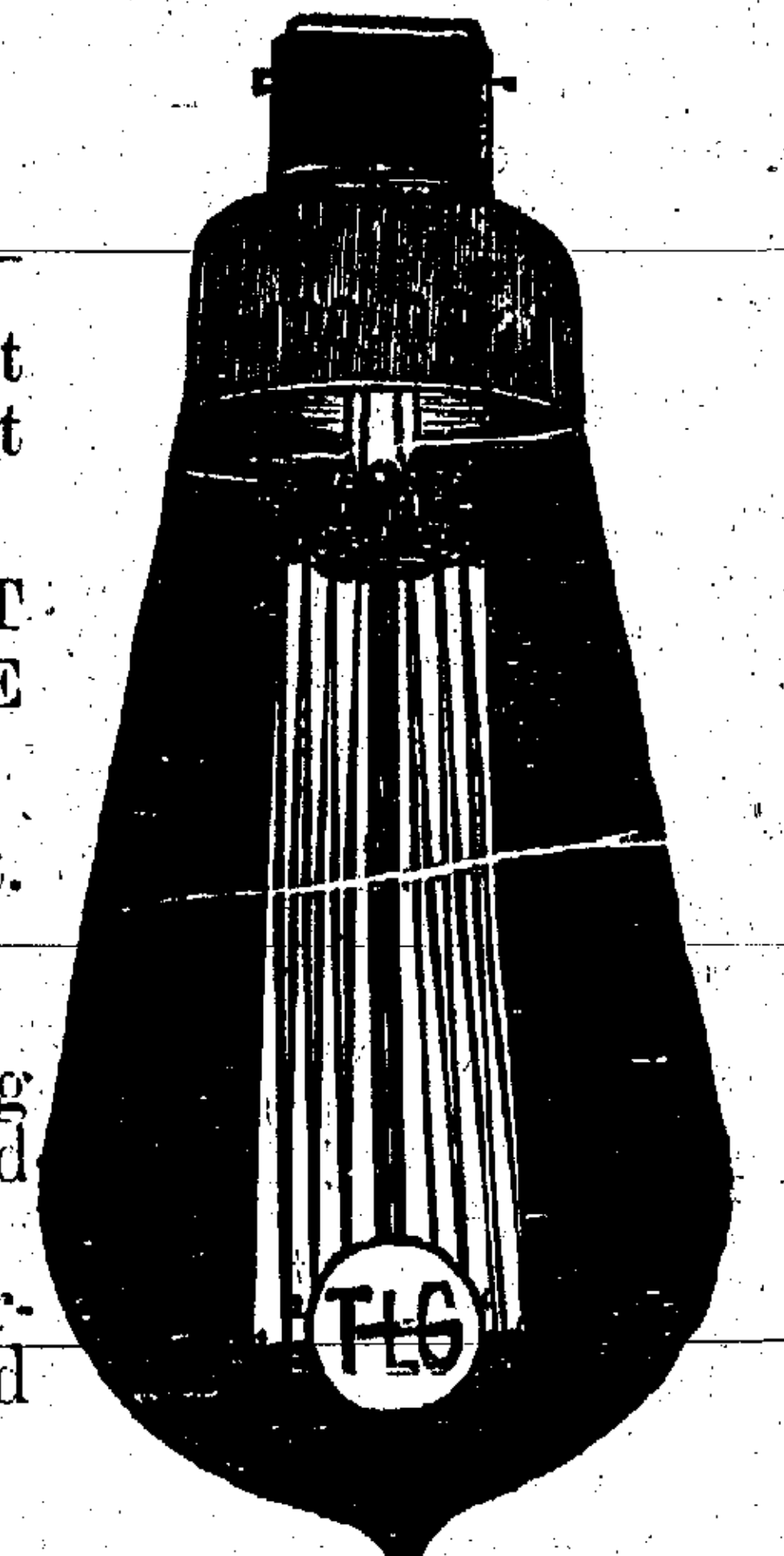
ARE NOW SOLD AT GREATLY
REDUCED PRICES.

THE F. G. L. METAL FILAMENT LAMPS

Save 75 per cent. current
over carbon filament
lamps.

ARE THE CHEAPEST
AND BEST IN THE
MARKET.

Give agreeable white light.
Little risk of breakage.
Life 2000-3000 hours.
Great constancy of lighting
during the whole period
of burning.
Small pleasing forms, pear-
shaped, plain or frosted
glass.
Will burn in any position.



A number is engraved on each F. G. L. Lamp. Customers are
advised to keep a record of these numbers, in order to prevent
substitution of broken for sound lamps.

(860)

TO-DAY

9 P.M.—Warwick Major's Comedy Co., at
Theatre Royal.—The Private Secretary.

FORTHCOMING EVENTS.

Saturday, 17th Sept.—Eighteenth Half-Yearly
Drawing of Sixty-Five Debentures of
Hongkong Club, 11 A.M.
Saturday, 17th Sept.—Ninth Ordinary Annual
Meeting of China Light and Power Co.,
Ltd., Noon.
Saturday, 17th Sept.—Fourth Meeting of Hong-
kong Gymkhana Club, at Happy Valley,
3.30 P.M.
Tuesday, 20th Sept.—Extraordinary General
Meeting of Hongkong Club, 5.15 P.M.
Thursday, 22nd Sept.—Annual General Meeting
of Hongkong Football League at Y.M.C.A.
Rooms, 5.30 P.M.
Saturday, 24th Sept.—Ordinary Annual Meeting
of Hongkong Cotton Spinning Weaving &
Dyeing Co., Ltd., 11.15 A.M.
Saturday, 24th Sept.—Ordinary General Meet-
ing of Douglas Steamship Co., Ltd., Noon.

OPIUM.

September 10th.

Quotations are:—	
Malwa New	\$1,950/2,000 per picul.
Malwa Old	\$2,010/2,050 "
Malwa Older	\$2,060/2,100 "
Malwa V. Old	\$2,110/2,150 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$1,900 "
Patas New	\$1,930 per chest.
Banars Old	\$1,930 "
Banars Old	\$1,930 "

HONGKONG TIDE TABLE.

From September 14th to 20th, 1910.

	High Water.	Low Water.
	Mean Time.	Mean Time.
	Height.	Height.
Wed. 14	h. m. 1.20	h. m. 1.20
Thurs. 15	h. m. 2.30	h. m. 2.30
Fri. 16	h. m. 3.40	h. m. 3.40
Sat. 17	h. m. 4.50	h. m. 4.50
Sun. 18	h. m. 5.00	h. m. 5.00
Mon. 19	h. m. 6.10	h. m. 6.10
Tues. 20	h. m. 7.20	h. m. 7.20

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 13th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.82	29.91	29.88
Temperature	80	81	82
Humidity	85	81	81
Wind Direction	South	—	SW
" Force	1	0	1
Weather	c	o	op
Rain	—	1.19	—

Highest open air Temperature on 12th.....84
Lowest open air Temperature on 12th.....76

THE MERCANTILE LITHOGRAPHIC.

47, DES VŒUX ROAD CENTRAL, HONGKONG.

UNDERTAKES to execute with neatness
all kinds of ARTISTIC LABELS,
BILLS OF EXCHANGE, VISITING
CARDS, LETTER HEADINGS, MENUS,
DIE STAMPING, etc.
Hongkong, 14th July, 1910. 1828

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